

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

1. (currently amended) A motor vehicle, the passenger cell of which is integrated into the rest of the vehicle as a separate unit, having a device, by means of which, in the event of a crash, the passenger cell can be moved in the longitudinal direction of the vehicle relative to the rest of the vehicle and at the same time upward, via guide surfaces, which are arranged on the rest of the vehicle and against which the passenger cell bears, ~~characterized in that the device is designed in such a manner that the passenger cell (2) can be moved in the opposite direction to the impact wherein the device is designed in such a manner that the entire passenger cell (2) can be moved in the opposite direction to the impact in a translatory manner.~~
2. (currently amended) The motor vehicle as claimed in claim 1, ~~characterized in that wherein~~ the device contains at least one sliding element (29), which is arranged along the longitudinal direction of the vehicle, can be actuated in the longitudinal direction of the vehicle by the impact force and is connected at one end to the passenger cell (2) over the entire crash path and at the other end bears an impact receptacle (26).

3. (currently amended) The motor vehicle as claimed in claim 2, ~~characterized in that~~ wherein the sliding element (29) is fastened to a vehicle structure, which is situated essentially below the passenger cell (2) and has a section (12) which can be pushed together in the longitudinal direction of the vehicle and is moveable relative to the sliding element (29).
4. (currently amended) The motor vehicle as claimed in claim 3, ~~characterized in that~~ wherein the section (12) is part of a longitudinal member (13) of the vehicle structure, on which the passenger cell (2) rests.
5. (currently amended) The motor vehicle as claimed in claim 3 either of claims 3 and 4, ~~characterized in that~~ wherein the section (12) is folded in the manner of a concertina, with it buckling in the transverse direction of the vehicle.
6. (currently amended) The motor vehicle as claimed in claim 3 either of claims 3 and 4, ~~characterized in that~~ wherein the vehicle structure comprises first components (18) and second components (19), the first components (18) being of hollow design and engaging around the second, with an overlapping zone (20) being formed and with an empty distance being left free, over which the second components (19) can be displaced in the first components (18) in the

event of a crash, and in that the second components (19) with the first components (18) are fastened to one another in the zone (20) by a connection which can be sheared off in the crash.

7. (currently amended) The motor vehicle as claimed in claim 2, ~~characterized in that wherein~~ the sliding element (29) is fitted to the front end and/or rear end (10, 11), and ~~in that wherein~~ the vehicle structure situated below the passenger cell (2) and the adjacent walls (27, 28) of the front end or rear end (10, 11) are designed in such a manner that, in the event of a crash, the structure penetrates the walls (27, 28).
8. (currently amended) The motor vehicle as claimed in claim 1 ~~one of claims 1 to 7~~, ~~characterized in that wherein~~ the impact receptacle (26) of the sliding element (29) is mounted upstream of the passenger cell (2).
9. (currently amended) The motor vehicle as claimed in claim 2 ~~one of claims 2 to 8~~, ~~characterized in that wherein~~ the sliding element (29) is operatively connected to a cable pull (34), which is fastened to the passenger cell (2) and is guided via deflection pulleys (35-39, 42-44) arranged on the rest of the vehicle, in such a manner that the passenger cell (2) is pulled upward by means of the cable pull (34) along the guide surfaces (15) in the opposite

direction to the impact during a crash-induced displacement of the sliding element (29) relative to the passenger cell (2).

10. (currently amended) The motor vehicle as claimed in claim 9, ~~characterized in that wherein~~ the cable pull (34) runs from one longitudinal side of the vehicle to the other, with the two ends (41, 45) of the cable pull (34) being fitted on the passenger cell (2) on different longitudinal sides of the vehicle.
11. (currently amended) The motor vehicle as claimed in claim 1 ~~one of claims 1 to 10, characterized in that wherein~~ the passenger cell (2) rests at the front and rear on the guide surfaces (15) which are parallel to one another and face obliquely upward to the impact direction.
12. (currently amended) The motor vehicle as claimed in claim 1, ~~characterized in that wherein~~ the device contains a crash sensor and a compression or tension spring which is supported, on the one hand, on a splash wall (3) or back wall (4) of the passenger cell (2) and, on the other hand, on a stop formed on the rest of the vehicle, and in that the passenger cell (2) is locked to the rest of the vehicle, with the crash sensor canceling the locking after detection of an impact.

13. (currently amended) The motor vehicle as claimed in claim 1, ~~characterized in that wherein~~ the device contains a crash sensor and a pyrotechnic device which is arranged between a splash wall (3), which faces the impact direction, or back wall (4) of the passenger cell (2) and an opposite wall (27, 28) of the rest of the vehicle, the crash sensor, after detection of an impact, using an electric signal to activate an igniter of the device that releases an explosive pressure.
14. (currently amended) The motor vehicle as claimed in claim 1 ~~one of claims 1 to 13, characterized in that wherein~~ the passenger cell (2) rests on rubber bearings (23) which are arranged on the rest of the vehicle.